

- Transportation Demand: The Perry Road Extension will be classified as a minor thoroughfare. The extension begins at the Perry Road and Hoover Road intersection, and then continues northward to intersect Murdock Road. Improvements to existing Perry Road and Murdock Road will enable the facility to serve the anticipated traffic volume traveling from the southern planning area towards the northern planning area and I-77.
- Roadway Capacity and Deficiencies: The projected volume of 6,000 vpd along the Perry Road Extension is a result of a proposed housing development through the area and the anticipated alternate north-south traffic.
- Social Demands and Economic Development: Extending Perry Road will provide an alternate north-south route to help alleviate congestion along US 21/ NC 115 and to accommodate traffic for a major residential development proposed along this facility.
- System Linkages: The Perry Road Extension will serve the northeastern portion of the planning area, providing access to Murdock Road and I-77.

Troutman Southwest Bypass

- Project Recommendation: It is recommended to provide a direct continuous route from Old Mountain Road to the southern portion of US 21/NC 115. The Troutman Southwest Bypass is comprised of existing portions of Troutman Road, Talley Street, Autumn Leaf Road and Barkdale Road, which in the future will be improved to NCDOT standards and joined by newly constructed roadway connectors. The length of this project within the PAB is approximately 5.0 miles.
- Transportation Demand: These existing roadways (excluding Troutman Road and Barkdale Road, which are SR routes) that make up this bypass are all two-lane facilities that are functionally classified as minor collectors on the Federal Function Classification System and primarily serve intra-county travel and traffic generators. The completed facility will be classified as an “other major thoroughfare” in the Troutman CTP.
- Roadway Capacity and Deficiencies: The 2030 traffic projections along the Troutman Southwest Bypass are between 11,600 and 13,600 vpd, which is adequate for the future practical capacity of 14,900 vpd.
- Social Demands and Economic Development: The recommended Troutman Southwest Bypass will facilitate travel throughout the planning area, while lessening the demand on the congested portions of Old Mountain Road and US 21/NC 115 in the downtown area. The current land use along portions of the recommended bypass is predominantly farming. There are several undeveloped land parcels along the future bypass. Growth in the area is expected to increase through the year 2030, resulting in increased residential and commercial